



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS

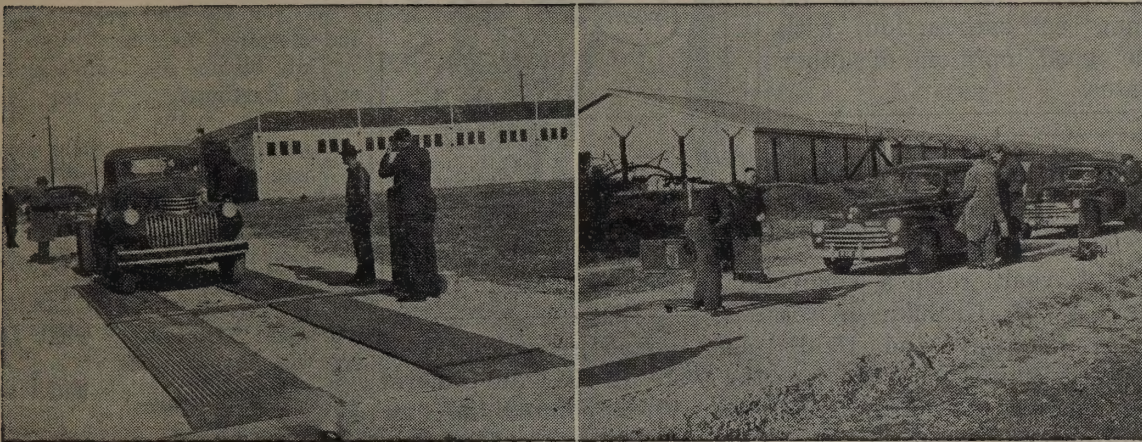
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HIGHWAY VEHICLES INSPECTED



Along with all of the privately-owned motor cars and trucks in the State, the vehicles owned and operated by the State Highway and Public Works Commission are taking their turn in the mechanical inspection lanes set up by the Department of Motor Vehicles. Shown above are vehicles passing through the lane located on the State Fairground at Raleigh. (Photos by W. K. Mingis, Prison Bureau of Identification.)

Kentucky Officials Make Investigation Of NC Road System

Frankfort, Ky. — Following a plan inaugurated by former Highway Commissioner J. Stephen Watkins, who inspected the North Carolina highway system in person in 1947, Highway Commissioner Garret L. Withers has sent a three-man delegation to the Tar Heel State to conduct a further investigation.

In Raleigh January 19, Judge Brady M. Stewart, Assistant Attorney-General Carl D. Perkins and Director Dwight L. Bray of the Highway Division of Design, collected information on the history and policies of the North Carolina State Highway and Public Works Commission from Chairman A. H. Graham. Facts ascertained will be embodied in a formal report to the legislature and to Governor Earle Clements.

There has been considerable speculation here as to the possibility that the State of Kentucky may remodel its highway system along the lines followed in North Carolina. The present system specifies that major control of the road system be vested in the county units, with a degree of financial and engineering help from the State.

North Carolina and Virginia, which also received a visit from the delegation, build all of their own roads through the operation of an overall highway administrative setup. The North Carolina highway system, in particular, has received special attention here for some years.

Lost Time Injuries Lower In December, Dodge Report Shows

Raleigh—Reviewing the accident record for December, Safety Director James P. Dodge reports that the final month of 1947 brought a lower number of lost time injuries than any other month during the past year.

Breaking down the accident record, Dodge reports that in December (Continued on page three)

PRICE TRENDS AND SUPPLY

BY R. G. KING
Purchasing Department

The special type sheet steel required for manufacturing highway signs is in extremely short supply at this time. We are being allocated only a minimum tonnage which is far below our requirements. Special care should be taken in preserving and maintaining old signs, made of galvanized steel, now in use. There is no doubt but that all divisions will be affected by this shortage, and from the present outlook the situation will remain critical for sometime to come.

Several requisitions are still being held covering nails in the sizes 8's, 10's 20's and the outlook for fulfillment is very slim at this time. The supply of larger size nails is not as critical at present but, still, it is not abundant. The price of nails is continually rising, too. Mill production is reported to be at its peak, however, and it is apparent that the demand is still greater than production.

In addition to becoming scarcer, motor oil, diesel oil and lubricants are rising in price. Good stocks should be maintained and requisitions issued as far in advance of

(Continued on page three)

North Carolina Delegation Protests Tolls For Parkway At Washington Conference

Washington—Supported by the State's delegation in Congress, the North Carolina National Parks, Parkway and Forests Development Commission, of which Highway Commission Chairman A. H. Graham is an active member, has entered a strong protest against the imposition of tolls on the Blue Ridge Parkway.

Meeting here January 21 and 22, the members of the North Carolina Commission, accompanied by Governor R. Gregg Cherry, joined with Governor Jim Nance McCord and a delegation from Tennessee in discussing future plans for the Great Smoky Mountains National Park and the Blue Ridge Parkway.

Since the State of Virginia, through which a considerable portion of the Blue Ridge Parkway runs, was not represented here, the North Carolina group presented a resolution on behalf of both states, asking that any action toward imposing a system of tolls on the parkway be deferred.

Chairman A. H. Graham of the North Carolina State Highway and Public Works Commission has been in communication with General J. A. Anderson, chairman of the

(Continued on page four)

Condition Of Highway Vehicles Found Good In Inspection Process

Raleigh — With the Department of Motor Vehicles' mechanical inspection program well underway, the number of highway vehicles inspected at the Raleigh, Wilmington, Greenville and Elizabeth City inspection lanes has reached approximately 340 to date, according to Equipment Engineer S. C. Austin, and a much larger number larger number remain to be inspected later.

Condition of most highway vehicles has been found reasonably satisfactory, Austin reported, stating that the commonest fault found was improperly adjusted lights. New vehicles fresh from the factory often have badly adjusted lights, he pointed out, and a quick adjustment has been sufficient to remedy the defect in most cases.

Second most common defect found in vehicles operated by the State Highway and Public Works Commission has been brakes which function unequally. This again, Austin states, is a defect which

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T. C. Wagstaff, *Editor*

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PRIDE

Inasmuch as North Carolina was a pioneer among all of the states in the union in the early twenties in the building of a comprehensive highway system, and has since continued to make all possible road improvements, each highway employe and official has reason to be proud of the organization for which he works.

Latest recognition of the progress of the North Carolina State Highway and Public Works Commission in the building of roads, especially secondary roads, has come from the State of Kentucky, which recently sent a delegation to study and report upon the Tar Heel system. While in the State, the members of the delegation seemed favorably impressed with what they found here, and it has been reported that they will recommend the reorganization of their own system along the lines which are followed here.

Even so, there is no good reason for any member of the North Carolina highway organization to feel satisfied with the present system of roads, so long as a chance remains to better them. There is a constant clamor for improvement of the roads in this State, and the desire for a better road system is amply justified. The State is fortunate that its citizenry takes such an active interest in the roads.

Highway progress, however,

must necessarily be gradual. Funds, men and materials are not available in sufficient quantities to make all desirable improvements at once. For every job brought to successful completion there are numbers of other jobs not yet begun. For that reason, there should be no resting on laurels in North Carolina, and no smug self-satisfaction with the good opinion of other states.

EDITORIAL COMMENT

HIGHWAY MILLIONS

Last year, reports Chairman A. H. Graham of the State Highway and Public Works Commission, "the largest highway construction and improvement program ever attempted by the State was successfully carried out." In 1948, he adds, all previous records (including, apparently, the one for 1947) will be topped "both in total expenditures and in mileage improved."

These are scarcely idle boasts, either road-building or spending-wise. For in 1947 North Carolina spent the whopping sum of \$42 million on its primary and secondary highways. Nor is this all. The current budget contemplates the expenditures of \$47 million during the biennium for maintenance and betterment of county roads alone.

If a bit of hyperbole on the high road is permissible, these would seem to be truly astounding figures. Some history that is far from ancient should tend to underscore them.

Hardly a generation ago, for instance, only one county — Mecklenburg — had any good hard-surfaced roads. Oddly enough, the road-building impetus began with a railroad, the Southern Railway Company, which dispatched a "Good Roads Train" on a tour of North Carolina in 1901. The "good roads" move-

BUMPER CROP



ment gained ground all over the State. In 1911 the General Assembly appointed the first central highway committee. In 1919 the late Frank Page took office as chairman of the Highway Commission and began a 10-year service to North Carolina which was one of the most conspicuous tours of public duty in modern times.

Two years later the State indulged itself in a "gamble" which attracted attention all over the nation. It floated a bond issue of \$50 million for a system of hard-surfaced highways connecting county seats.

That immense sum shocked the timid and gave some pause even to the most courageous. But in 1947 North Carolina expanded more than four-fifths of \$50 million in only one year of a two-year program. Call it progress, perhaps, or a manifestation of big government. But a man who saw 1900 dawn on a sea of Tar Heel mud and wagon tracks would be fairly astounded today. Forty-two million dollars is scarcely a dent in the day's news.—*Asheville Citizen.*

"I told my wife she needed a new hat yesterday."

"You told her that? Good Lord, what did she say?"

"She said, 'You sit down quietly, dear while I phone for the doctor!'"

Today's Chuckles

"My wife just run away with a man in my car!"
"Great Scott man! Not your new car?"

* * *

Harry: "My boss said I was a young man who would go far."

Judy: "You're going just so far — no matter what your boss said."

* * *

"Do you say your prayers night and morning, little boy?"

"Only nights, sir. I ain't scared in the daytime."

* * *

Sales Girl: "This perfume comes in three different strengths—No. 1, 'Fragrance of a First Kiss.' No. 2, 'Wedding in June.'"

Customer: "What's the No. 3?"

Girl: "One Man's Family."

* * *

Mother: "Aunt Becky won't kiss you with that dirty face."

Small Boy: "That's what I figured."

* * *

Mistress: "I'm glad to hear you're engaged, Lizzy; when are your nuptials coming off?"

Lizz: "On our wedding night, and not a day befo'!"

* * *

A motorist who was picked up unconscious after a smash, opened his eyes as he was being carried into a nearby filling station. He began to kick and struggle and tried desperately to get away. Afterwards he explained that the first thing he saw was a "Shell" sign, and "some fool was standing in front of the 'S.'"

* * *

"Cheek up, old man! There's other fish in the sea."

Rejected suitor: "Yes, but the last one took all my bait."

* * *

A young married woman wanted her new maid to be pleased with her position. "You'll have a very easy time of it here," she explained sweetly, "because we have no children to annoy you."

"Oh," said the girl generously. "I'm very fond of children, so don't go restricting yourself on my account!"

* * *

Cop: "What's the idea of speeding like that?"

Driver: "Well, the brakes don't work so I'm hurrying home before I have an accident."

* * *

"Have fun on your fishing trip, Margie?"

"It was awful. I'll never go fishing with that man again."

"Migosh! What did he do?"

"Fished."

MAJOR HIGHWAY EXPENDITURES—1947*

	FEDERAL		STATE	
	FUNDS	MILES	FUNDS	MILES
PRIMARY ROADS	\$5,256,739.60	206.457	\$5,471,300.40	
SECONDARY ROADS	4,740,208.55	393.759	4,933,686.45	
RETREATMENT (STATE)			1,121,900.21	223.387
RETREATMENT (COUNTY)			338,483.39	65.932
COUNTY BETTERMENT			3,733,503.25	416.561
STATE BETTERMENT			468,368.00	38.055
FORCE WORK			14,929,183.69	743.95-(NEW) 7,510.54-(IMPROVED)
TOTAL	\$9,996,948.15	600.216	\$30,996,425.39	8,998.425

*NOTE: In printing the January 16 issue of NORTH CAROLINA HIGHWAYS AND PUBLIC WORKS, the headings "State" and "Federal" were inadvertently exchanged. The table above therefore, is reprinted in its correct form. The figures above show only the major highway expenditures for 1947, and do not include smaller sums spent for urban work and for Federal-aid grade-crossing work. The total State mileage figure includes both new construction and roadway improved.

PRICE TRENDS

(Continued from page one)
actual need as practical.

Permanent type anti-freeze is still in very short supply. Suppliers will not commit themselves for next winter's needs, therefore, consumers will do well to place orders as early as possible with the hope that they will be filled during the summer rather than wait until there is an acute need.

Automotive repair parts, particularly those with copper and brass content, are still hard to get, with no immediate prospect for a better supply. The same is true of tire chains. Needs should be anticipated and orders placed early.

* * *

This paragraph is in no way connected with "Price Trends," but it may be of some concern to all divisions and main offices. Most of you know, no doubt, that most of the Burroughs and Marchant Machines we have are under contract for service and maintenance. Service men, after servicing machines, should leave a copy of the signed service report, and this copy should be forwarded to the Purchasing Department. Without these copies our records are incomplete in that it is necessary for us to rely on the companies to invoice correctly. Your cooperation will be deeply appreciated.

An elephant's trunk contains 40,000 muscles.

LOST TIME

(Continued from page one)
ber there were a total of 92 accidents, of which 39 were equipment accidents, 45 were injuries of a minor nature, and only eight were lost time injuries. Comparing the record with that of November, the safety director pointed out that the injuries sustained in December were of a less serious nature, with minor cuts, bruises and sprains most prevalent.

The record by divisions, Dodge reported, showed that the Sixth Division had the best accident record for December, for the second month in succession. The Ninth Division, he stated has not had a disability for the past four months,

and the Fifth Division for the past three months. For December, the Fourth Division reported the smallest number of accidents of any division in the State.

Causes of injuries were listed by Dodge as: handling objects, eight; hand tools, 11; striking against objects, five; falling objects, 11; falls of persons, four; operation of motor vehicles, four; operation of machines, three; hot substances and flames, three; and miscellaneous, two.

For December, the number of equipment accidents increased to 39 from the record of 24 set in November. Winter conditions were cited by Dodge as the chief cause of the increase in equipment mishaps.

DECEMBER ACCIDENT RECORD

UNIT	TOTAL	LOST TIME	FREQUENCY
	ACCIDENTS	INJURIES	THIS MONTH
Sixth Division	9	0	0.0
Tenth Division	11	0	0.0
Seventh Division	8	0	0.0
Eighth Division	7	0	0.0
Ninth Division	5	0	0.0
Fourth Division	3	0	0.0
Fifth Division	7	0	0.0
Third Division	12	1	5.9
First Division	8	2	11.8
Second Division	8	2	12.6
Bridge Mts. Dept.	8	3	25.7
Eleventh Division	6	0	0.0
ALL UNITS	92	8	4.5

Commissioner Of PRA
Reviews 1947 Progress
Of Road Construction

Improvement of the Nation's highways proceeded at a faster pace in 1947 than in the previous years, according to reports received from State highway departments by the Public Roads Administration of the Federal Works Agency.

Reviewing the progress of the highway program Public Roads Commissioner Thomas H. MacDonald said contract awards authorized by the States during the year called for \$895,000,000 worth of work on 44,700 miles of road. This was approximately \$150,000,000 more than the cost of road construction contracted for in 1946.

The 1947 total included contracts for Federal-aid projects to cost \$640,000,000 and 19,800 miles in length.

Expenditures for State-administered highway work under way during the year amounted to approximately \$890,000,000.

At the year's end, Commissioner MacDonald said, Federal-aid projects costing more than \$700,000,000 were under construction, and plans had been approved for additional projects costing around \$350,000,000, on which work is expected to start this year. The total estimated cost of Federal-aid projects programmed by the States for construction but not yet advanced beyond the planning stage was nearing \$750,000,000.

Motor vehicle registrations in 1947 are estimated to have exceeded 37,000,000, setting an all-time record. This was approximately 3,200,000 more than the 1946 total and 2,644,000 above the number of motor vehicles registered in 1941, the previous peak year.

Travel on rural highways during the year was estimated at 187 billion vehicle-miles, and increase of approximately 10 per cent over the volume of rural travel in 1941.

The increasing use of highways for commercial transportation was reflected in the fact that truck registrations rose from 4,859,244 in 1941 to an estimated total of 6,500,000 in 1947, an increase of around 33.7 per cent. The increase over the 1946 total of 5,725,692 registrations was approximately 13.5 per cent.

Truck-hauling on rural roads during the past year was estimated at 86 billion ton-miles, as compared with a total of 73.5 billion ton-miles in 1946.

Commenting on contract price trends, Commissioner MacDonald noted that construction costs for various classes of road work have risen greatly since 1940.

Projects In January 29 Letting Include Work Covering 72.4 Miles In 14 Counties

Raleigh—In preparation for the first letting of 1948, held on January 29, the State Highway and Public Works Commission on January 15 advertised specifications for 11 Federal-aid and one State betterment highway projects, covering 72.42 miles in 14 counties.

Total cost of the projects in the letting is estimated at \$2,458,096.50, most of which will be spent for bituminous surfacing work.

Projects included in the letting are:

Federal-aid

Northampton—Grading and bituminous surfacing of 7.41 miles from a point approximately three miles east of Jackson east to N.C. 85.

Washington—Grading and structures of 10.38 miles on U.S. 64 from a point east of Martin county line to a point in Roper.

Brunswick—Grading, bituminous surfacing and structures of 8.56 miles from U.S. 17 at Kirby's Store, a point approximately 5.5 miles east of Shallotte, south to Inland Waterway.

Brunswick—Grading, bituminous surfacing and structures of 8.92 miles from U.S. 17 at Grissettown north through Longwood to N.C. 130.

Alamance—Grading, concrete pavement and structures of 2.12 miles on N.C. 87 from a point one mile south of Reedy Fork Creek north to a point approximately 3,000 ft. north of Haw River Bridge.

Rowan—Grading and bituminous surfacing of 3.86 miles from a point approximately 5.5 miles northwest of Woodleaf northwest to a point approximately two miles southeast of Cool Springs.

Surry — Grading, bituminous surfacing and structures of 2.37 miles on U.S. 52 from a point one-half mile southeast of Pilot Mountain northwest through Pilot Mountain.

McDowell—Bituminous surfacing of 2.93 miles on U.S. 221, U.S. 64, and U.S. 70 in the vicinity of Marion.

Yadkin—Grading and bituminous surfacing of 3.66 miles from south end of Yadkin River Bridge southwest to a point 0.5 miles northwest of Smithtown.

Burke—Grading and bituminous surfacing of 7.125 miles from U.S. 70 in Valdese toward N.C. 18.

Haywood-Buncombe—Grading, bituminous surfacing and structures of 10.65 miles from a point 1.6 miles northeast of Canton east to a point five miles west of Asheville.

State Betterment

Carteret-Tyrrell-Dare—Hydraulic embankment and unclassified excavation of 1.206 miles at end of Bogue Sound Bridge and at Ferry Slip on both sides of Alligator River.

CONDITION OF

(Continued from page one)
can be, and is, quickly remedied.

In Raleigh, State vehicles of all classes were inspected for several days prior to the time when vehicles owned by the general public began to be checked. At other inspection lanes throughout the State, however, State-owned vehicles are taking their turns in the inspection lanes with privately owned cars

Division Roundup

Maintenance Supervisor A. G. "Pete" Justus of North Wilkesboro and Miss Frances Pearre, of Asheville, were married September 27, 1947. They are making their home in Wilkesboro. Congratulations!

I had hoped to make similar reports on some other of our personnel just after Christmas, but W. B. Pugh advises he knows of no news other than the snow that fell on Christmas day, and really I do not think that worthy of mention. You may hear from us a little later on that score. The snow, that is.

1947 has been a very busy year for everyone in this division, and I think one of considerable accomplishment.

One of the high spots of the year for us was the construction of a new division office here in North Wilkesboro. To say we are very proud of this would be putting it mildly. As soon as our landscaping work is completed we should like to furnish you with a picture.

Division Engineer Stewart attended the Southeastern Convention in Miami early this month. He reports a fine time. We hope to learn more about the happenings as time passes.

Wishing for everyone a very happy 1948.

J. H. COUNCILL—REPORTER.

NORTH CAROLINA

(Continued from page one)

Virginia Highway Commission on the matter of imposing tolls on the parkway, and was authorized by him to present the case for the State of Virginia before Park Service officials here. North Carolina policy does not allow the imposition of tolls on highways and bridges which are a part of its road system.

The official views of North Carolina and Virginia on the matter of parkway tolls were embodied in a formal resolution which was presented to Henry Tolson, assistant director of the National Parks Service. In addition to the drafting of this resolution, the North Carolina case was presented by Senators Clyde R. Hoey and William B. Umstead who, together with Representative Robert L. Doughten, appeared before Secretary of the Interior J. A. Krug to protest the toll proposal.

Text of the resolution by the North Carolina National Parks, Parkway and Forests Development Commission follows:

Committee Members Revise Award Rules, Choose 1947 Winner

Raleigh—Meeting January 23 at 4:30 p.m. in the Highway Commission room, the members of the D. B. McCrary Award Committee took definite action to select the 1947 recipient of the award and to revise the rules governing the presentation of the award in future years.

Although the name of the recipient of the award will not be announced until the next regular meeting of the State Highway and Public Works Commission on February 4, the balloting has been conducted and the successful candidate has been notified. He is scheduled to be in Raleigh and receive the award on February 4, at 12:30.

Upon motion of Senior Office Engineer W. W. Hampton of the Locating Department, temporary member of the award committee this year, the rules governing the award were changed to provide that each department head and each division engineer submit annually a written recommendation for the award or, in the event no nomination is made, submit in writing a statement explaining such action.

Having acted upon the selection of the award winner for 1947, the members of the committee were advised by Chairman Graham to begin giving serious consideration to candidates who might merit receipt of the award for 1948.

RESOLUTION

RESOLVED that this Commission request the National Park Service to abandon its announced proposed plan to establish an automobile permit fee for travel on the completed portions of the Blue Ridge Parkway and delay until completion of Blue Ridge Parkway the decision to apply to the Blue Ridge Parkway the policy of charging fees to those who make use of facilities provided by the Federal government.

In support of this request the Commission represents that:

(a) The states of North Carolina and Virginia have invested and set apart substantial sums (approximately \$2,100,000 by North Carolina) for acquisition of right of way for Blue Ridge Parkway, and therefore it is not a parkway made available for the use of citizens entirely out of federal funds.

(b) In its incompleteness, the Blue Ridge Parkway, with respect to benefits to the states of North Carolina and Virginia and the people of these two states, is in the promotion stage, and there

New Work Plan Put In Operation After Division Shop Fire

Fayetteville — Pending possible acquisition of a war surplus machine shop, complete with tools, no action is being taken here toward rebuilding the division shop building which was destroyed by fire December 15.

Negotiations for the shop building, now located in the vicinity of Camp Davis, are being conducted by Chief Engineer W. Vance Baise, who has been asked to promise maintenance of certain roads in the camp area in exchange for part of the equipment located there.

In the meantime, division mechanics here are working in a truck shed and a blacksmith shop which were located apart from the main shop, and were not destroyed in the fire. District shops are handling all of the repair work possible, and part of the equipment is being sent to Clinton shop for repairs. Heavy repair jobs which cannot be handled locally are being sent to Raleigh for attention by the mechanics at Camp Polk.

Damage sustained in the fire has not yet been fully figured, although the overall loss has been estimated at \$200,000.00. A more detailed inventory for the purpose of determining an accurate figure for damages is now being conducted here, according to instructions issued by Equipment Engineer S. C. Austin.

should be no retarding influence imposed that might reduce the use of the parkway during the time that any great portion of the parkway remains incomplete. The proposed automobile permit fee will have such an influence on use of the parkway.

(c) There remains to be acquired rights of way for a number of sections of the parkway in North Carolina and the cost to the state of North Carolina of such right of way will be greatly increased by the adoption at this time of the policy of charging an automobile permit fee for use of the completed portions of the parkway.

RESOLVED further that a copy of this resolution be sent to National Park Service, The Director of the Budget, members of Congress from North Carolina and Virginia, the Governor of Virginia, the State Highway Department of Virginia, the Governor of North Carolina, North Carolina State Highway and Public Works Commission, and North Carolina Department of Conservation and Development.